


<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>
	<p><b>PAD No.: 14-163</b></p> <p><b>Date: 04 November 2014</b></p> <p>Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.</p>	
<p><b>Design Approval Holder's Name:</b> FOKKER SERVICES B.V.</p>	<p><b>Type/Model designation(s):</b> F28 aeroplanes</p>
TCDS Number:	EASA.A.037
Foreign AD:	Not applicable
Supersedure:	None
<b>ATA 57</b>	<b>Wings – Trailing Edge Rib at Wing Station 8700 – Inspection</b>
Manufacturer(s):	Fokker Aircraft B.V.
Applicability:	F28 Mark 0070 and Mark 0100 aeroplanes, all serial numbers.
Reason:	<p>Service experience with the Fokker 100 type design has shown that cracking can occur in the secondary structure of the wing at station 8700, rib Part Number (P/N) D15445-013/-014 (or lower dash number) in the trailing edge section. The hydraulic actuator assembly, hydraulic lines, the cable pulleys, the anti-upfloat quadrant and the associated mechanical linkages including flutter dampers are all positioned in the affected area, between wing stations 8200 and 9270.</p> <p>This condition, if not detected and corrected, could lead to failure of the affected rib, possibly resulting in reduced control of the aeroplane.</p> <p>To address this potential unsafe condition, Fokker Services published Service Bulletin (SB) SBF100-57-048 which provides inspection instructions to detect any cracks in the affected area.</p> <p>For the reasons described above, this AD requires a one-time inspection of the trailing edge rib at wing station 8700 and, depending on findings, accomplishment of applicable corrective action(s).</p> <p>This AD is considered to be an interim action and further AD action may follow, possibly to introduce new ALS tasks, if justified by the inspection results.</p> <p>More information on this subject can be found in Fokker Services All Operators Message AOF100.192.</p>
Effective Date:	[TBD: 14 days after final AD issue date]

Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Within 12 months after the effective date of this AD, inspect the trailing edge rib at wing station 8700 in accordance with the Accomplishment Instructions of Fokker Services SBF100-57-048.</li> <li>(2) If, during the inspection as required by paragraph (1) of this AD, any crack is found, before next flight, contact Fokker Services for approved repair instructions and accomplish those instructions accordingly.</li> </ol>
Ref. Publications:	<p>Fokker Services SBF100-57-048 original issue dated 27 October 2014.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> <li>1. This Proposed AD will be closed for consultation on 02 December 2014.</li> <li>2. Enquiries regarding this PAD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>3. For any question concerning the technical content of the requirements in this PAD, please contact: Fokker Services B.V., Technical Services Dept., P.O. Box 1357, 2130 EL, Hoofddorp, The Netherlands; Telephone +31-88-6280-350; Fax +31-88-6280-111; E-mail: <a href="mailto:technicalservices@fokker.com">technicalservices@fokker.com</a>. The referenced publication can be downloaded from <a href="http://www.myfokkerfleet.com">www.myfokkerfleet.com</a>.</li> </ol>